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ments described are now in ruins. The account of rambles between Dixmude and Ypres are now particularly attractive, for the same sights can never meet the tourist's gaze again.

LEON DOMINIAN.

Germany since 1870. By George M. Priest. xvi and 199 pp. Maps, index. Ginn & Co., New York, 1915. \$1.25. 7½ x 5½.

An historical handbook, emanating from Princeton University, and designed as an introduction to the history of Modern Germany. Its aim is to make clear the complexities of German state and national life, and to divest the narrative of the mass of detail, which has been included by historical writers in their account of Germany. Covering the period from the accession of Frederick the Great and Maria Theresa down to the present moment, it puts in the hands of the historical student a compact and condensed, yet scholarly account of the rise and development of present-day Germany. Of necessity, the narrative is largely taken up with wars, campaigns and treaties of peace, especially in the early years of the period, although literary, philosophical, and artistic movements are briefly, yet clearly described. The work obviously calls for the re-telling of the rise, success, and fall of Napoleon, as they brought about the fall and rise of German nationality. In the more difficult part of the work, the unraveling of the diplomacy and responsibility of the Franco-Prussian war of 1870, and the present conflict, an impartial and historical fairness is observed, credit being given and blame apportioned where it properly belongs.

DAVID H. BUEL.

German Sea-Power: Its Rise, Progress and Economic Basis.

By Archibald Hurd and Henry Castle. xv and 388 pp. Map, index. Charles Scribner's Sons, New York, 1913. 9 x 6.

In a study of the sea-power of Germany the consideration of its economic basis is of paramount importance. The present British Chancellor of the Exchequer has pointed out this importance by his recent pronouncement that the issue of the present European war would depend upon the ability of the contending parties to procure the last £100,000,000 to finance the struggle. The elements upon which the economic strength of a nation depends are rightly shown to be the number and character of its population and of its natural resources. This study, written from an English point of view, contrasts conditions in Germany with those in England. Statistics are adduced to show that Germany's birth-rate is decreasing less rapidly than that of England, while its emigration is decreasing more rapidly. While this may be true, other statisticians have given figures to show that England, Germany and France have reached the maximum of their birth-rate and are now tending to a minimum, while Russia and the other Slav peoples are tending toward their maximum birth-rate to such an extent that, at a time which can be determined, Russia will be able to have more men under arms on land and sea than all the rest of Europe combined. It is shown that in the quality of its population Germany shows a relatively high rank. With regard to the natural resources upon which sea-power depends, such as coal, iron, oil, potash, and phosphorus, Germany is shown to hold an unusually favorable position. The conclusion is finally reached that there is no reason to doubt that in a century Germany will be better able to maintain and increase her sea-power than any other European country. What effect the present war will have upon this conclusion is problematical.

DAVID H. BUEL.

Die Marschbildungen an den deutschen Nordseeküsten. Eine bodenkundlich-landwirtschaftliche Studie. Von H. Gruner. iv and 155 pp. Maps, ills. Paul Parey, Berlin, 1913. Mk. 7. 10 x 7.

A painstaking and thorough account of the origin of the marshes along the German North Sea coast with much detail of their physical and chemical composition as well as their crop adaptations. The importance of water supply adjusted to plant needs is recognized. The work is such a mass of detail that it badly needs an index to make it accessible, for general conclusions are hardly reached.

MARK JEFFERSON.